

from agricultural societies and municipalities asking for the further show that they wanted their natural

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 WEDNESDAY, SEPTEMBER 24, 1913

WESTERN INDUSTRIAL CON-
DITIONS

A representative of the Vancouver Trades and Labor Council in an interview at Ottawa on Friday gave a view of conditions in the West which is liable to misconception. He said that at the close of the harvest some forty thousand men in Western Canada will be looking for jobs, and gave the impression that the labor market here is so over-supplied that they may not be able to find them. In confirmation of his opinions he cited the fact that ten thousand people have gone from British Columbia cities to the United States during the past three months.

That employment everywhere in Canada, except in certain places or at certain times, is less plentiful this year than in a year when money is available for constructive enterprise is no doubt true. The prairie provinces afford one of these special cases, as an unusually large harvest is providing employment for an unusually large number of men for the time being.

But to cite the fact that people have been going south from the coast cities as proof that employment in the West generally is lacking, and is likely to be still more lacking, is not sound. The coast and the prairies are industrially two distinct and different countries.

The coast cities have had in recent years a boom of astounding proportions and of wide-reaching effects in many directions. One of the effects has been to draw thither an army of people dependent upon those kinds of employment or engaged in those lines of business which only continue during the harvest season. The ten thousand migrants mentioned it is fair to surmise that a goodly proportion were investors seeking fresh fields and fertile estate agents who have been to San Diego and San Francisco. Another battalion no doubt was made up of that class of transient workers who careen about where they live so long as they live without working, and who finds this possible only where there are active and people "dus". The latter at least will not leave Vancouver poorer for their absence. There are some other Western—and Eastern—cities which would be the better if their kind were eliminated from the local situation.

No doubt in the prairie provinces employment will be less plentiful after the harvest season has ended. But it is always so. Annually the need of harvesters draws to the West thousands of men who after harvest must either go elsewhere or find some other employment. The harvesters will this year do as they have done in other years. A proportion of them will leave Vancouver south. Another percentage will take up homesteads and make a beginning of their residence and improvement duties. More will work on railway construction, if a favorable season permits this to be carried on. That there will remain a balance who must depend upon transient jobs in the cities, and a proportion who do not want jobs of any kind, is probable and in keeping with precedent.

But to conclude that the situation on the prairies is such as to threaten a general "flood" of men who cannot find work of any kind, and to keep an eye out for something better, in that respect

conditions in the West are probably not different from conditions elsewhere.

Remarkable on the Side

"All this money we are spending on the improvement of our waterways is not wasted," says the editor of the *Edmonton Bulletin*. The phrase is ambiguous.

Edmonton is not the only city in the world in which a large number of the servants of the public are more engaged in study to show which of them is the master.

It is reported that a British volunteer regiment, taking part in the maneuvers, refused to play any more games they only had three crackers and a chunk of cheese for breakfast. Playing at war is all very well, but that was too much like the real thing.

Whatever may be said about John Chinaman, there is no doubt that he comes amongst us quite prepared to do his share to the best of his ability. He is not only cheerfully abandoning his pigtail, but in B.C. he has proved his ability to sell whiskey to the Indians at ten times what he paid for it.

Although a number of dances which are popular on this side of the Atlantic are reported to have been banned in England, it seems that the managers in this have not been so strict. Canadian hosts, the home group having been a partial failure, have the time for Edmontonians to raise a little money from their verandah wives.

There is no doubt about it, the North Pole has surely been around upside down. A French aviator has been flying with his head down, the managers in this have formed a trade union to boost their own aviation money.

The King's name of the toast list; the British government intends open in Ireland and a man at the Empire plays the piano with his head down. The aviator should have been playing a yearling to reach the North Pole had better take a bee-line home.

Correspondence

Editor Bulletin:

Sir: A letter in the 15th issue of the Bulletin by William J. Carter took considerable space to say that he does not believe in either a municipal efficiency bureau or a city system.

Mr. Carter sums up his entire mind on the question of city systems and efficiency bureau in this one paragraph taken from his letter:

"What I protest against is the engineering of efficiency engineers or cost accountants who are paid by any way to investigate the necessity of having them in important positions. I am not in favor of them."

In that one paragraph Mr. Carter says that the really big business is the business man, and you will find efficiency engineers and accountants in the business man's pocket.

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Recent instruction of the council to have all local improvement estimates as accurately as possible before the work is undertaken, and submitted with the general current and capital estimate, had before the council on January 2nd. It was years it had been the custom to have local improvements done on money borrowed from the banks. Then when the work is completed it was properly accounted for, but it affected the total amounts raised in the debenture issues of the next year. However, Edmonton is growing so large, and the amount of local improvement work is increasing so greatly that he has been advised the large amount of work to be done in the next year, and the improvement to be undertaken in 1914 may be so great that the money required will be raised in the 1914 debenture issue, so that the city will have the money on hand to pay for the work as it proceeds during the construction season.

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Circulating Library
Second Floor

Autumn Coats in Fashions Newest Styles

Autumn with its clear, glorious days and crisp, cool nights is here. There is not a season to be enjoyed more than the Fall, but then you must take into consideration that you must be warmly clad. Our selection of Fall coats is now replete with really splendid models. Every one has an individual and distinctive appearance. All the newest weaves and materials are made up into the most becoming and stylish garments and our selection is unequalled in the city.

The Season's Newest Novelty
Coat of Tan Needle Cloth

One of the very newest arrivals is a beautiful Coat of Tan Needlecloth, and is this season's latest novelty. The cut is a plain tailored box style with new brown slats plush collar and cuffs. It is full satin lined and quite prettily trimmed with plush buttons. The price is only thirty dollars, but you will be surprised at the quality and appearance of this model, and will wonder how we can sell at this price.

Stunning Coat
of Cut Velour for \$27.50

Quite a striking Coat is seen made of cut velour in a three-quarter length model. It has the new Halken belt and the collar buttons close to the stripes. They are made large and roomy, with the satin sleeves, and a belt of self-material across the back. This is an ideal Coat for cold weather. Price—\$27.50

Our Leader
Tan Blanket Coat, \$20.00

Our leader and best-selling model is a heavy Blanket Coat in a selection of colors, including tan and grey. The collar buttons close to the stripes. They are made large and roomy, with the satin sleeves, and a belt of self-material across the back. This is an ideal Coat for cold weather. Price—\$20.00

Fall Coatings

We are receiving fresh shipments of new Fall fabrics every day, and our stock is now complete with all the most fashionable weaves for this coming season.

Two-Tone Curl Cloth
An effective two-tone curl surface with plaid reversible side. Price—\$3.00

Diagonal Blanketing
An extra heavy and soft material, an ideal coating for a good, warm, comfortable coat. Price—\$3.00

Reversible Blanket Cloth
With a plain and striped reversible side; very smart and effective. Prices—\$1.75 & \$2

On Control of City
Editor Bulletin:

Sir:—It is not time that something was done by the ratepayers of this city in regard to the intended change in the management of the city. The city is growing so large, and the amount of local improvement work is increasing so greatly that he has been advised the large amount of work to be done in the next year, and the improvement to be undertaken in 1914 may be so great that the money required will be raised in the 1914 debenture issue, so that the city will have the money on hand to pay for the work as it proceeds during the construction season.

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Caterina and
Lanchroom
Third Floor

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THRASHING MACHINE CRASHES THROUGH ST. ALBERT BRIDGE

James McAlay, Engineer, Is
Pinned Under Engine at
Bottom of River

**WAS WARNED NOT TO
TRY TO CROSS BRIDGE**

Other Men With Machine, Which
Is Owned by J. J. Duggan,
Jumped

A thrashing machine crashed through the wooden superstructure of the bridge over the Sturgeon River, in the town of St. Albert, nine miles northwest of here, yesterday a.m. and James McAlay, engineer, managing on the South side, Edmonton, was pinned beneath the engine at the bottom of the river.

The machine belonged to J. J. Duggan, South Edmonton. Mr. Duggan has a farm west of St. Albert and the machine was going there to thrash. The machine was one of the heaviest thrashing machines in use, and the men in charge were warned, it is stated, by the local police not to cross the bridge. McAlay is said to have disregarded the advice and replied that if the bridge collapsed the government was responsible.

Other Men Jumped.

Just as the engine reached the center of the roadway, between two piers, the flooring collapsed and the engine fell into the river. The superstructure and timbers remained on the bridge. The other men jumped and saved themselves.

Officials of the public works department of the provincial government are at the scene, making an investigation. A derrick will have to be used in order to remove the engine from the bottom of the river.

Traffic Held Up.

Meanwhile all traffic across the Sturgeon river at St. Albert is stopped. The priority of the bridge will not be a difficult matter, as there are concrete piers beneath the structure, and a new superstructure may be built upon them by the public works department shortly. The steel for the new superstructure arrived at St. Albert only yesterday.

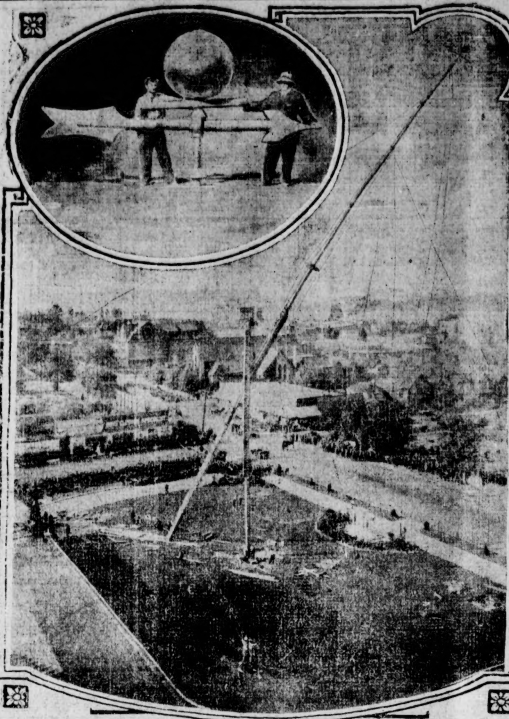
Tractors Too Heavy.

John Stock, deputy minister of public works stated yesterday that the old bridge was not made to stand the weight of tractors, but that the new bridges now being put in would permit of the heavier machines crossing them. The place where the engine broke through was the portion of the bridge which formed the approach to the steel deck span across the center of the stream.

Wife and Two Children.

The unfortunate man leaves a wife and two children, one aged six and the other three. The family live on Third avenue, between Second and Third streets, southward. His father is Daniel McAlay, lives at Elkton, S. B. and is an oil man.

A strange fact is that recently had a brother killed in a similar accident, about three years ago.



THE LAST STAGE - WORKING THE BASE OF THE FLAGSTAFF INTO THE FOUNDATION - THE INSERT AT TOP SHOWS THE BALL AND WEATHER-COCK BEFORE BEING MOUNTED
ERECTING TALLEST FLAG-POLE IN THE BRITISH EMPIRE AT VA. COUVER, B. C.

St. Albert By Hudson Bay.

London, Sept. 25.—Mr. Bert D. Butts, who retired recently from the chief magistracy of the metropolitan police courts, died today. He was aged 70 and was a native of St. Albert, B. C.

Moore Jay Interior Minister.

London, Sept. 25.—Work on the extension for the interior, through the north, will be commenced within a week. This was the statement made last evening by Mr. J. M. Queen, of the construction firm.

ATROCIOUS CALUMNY SAYS MAYOR LAVALLEE

Chief Magistrate of Montreal
Gives Evidence at Land
Inquiry

Montreal, Sept. 25.—"I thought the trial was too short," in these words Mayor LaVallee, giving evidence under oath at the land inquiry this morning, expressed his opinion of the Sherbrooke street land purchase by the city.

But Mayor LaVallee was quite confident that the city would be recompensed. The additional land bought by Montreal to the extent of five feet, along each side of the new street would be greatly enhanced in value once the improvements were finished. He did not see why it should not be double in value, providing the business was properly managed. During the morning, Mayor LaVallee indignantly denied as had been inferred by Montreal newspaper from evidence given yesterday, that he had tipped off a proprietor of a convenience store.

"It is an atrocious calumny," he shouted, and he was likewise emphatic in the statement that, so far as the city, no undue influence had been brought to bear by the proprietor.

SCOTLAND YARD SAYS STORY IS UNFOUNDED

Revelation to Effect That Man Who
Stole \$50,000 Yorkshire Bank Money
in Cutler by Arrangement With
Police is a Complete Fabrication

London, Sept. 25.—Scotland Yard emphatically denies there is any truth in an alleged "revelation" by the Paris Mafin regarding the findings of the Grand Jury post mortem. Quadrone, one of the informers, was yesterday in the arrest of the five men in custody declared according to the Mafin, "that the dropping of the practice in the latter case was the result of an agreement between the authorities at Scotland Yard and the person in whose possession the note was, the latter being a Frenchman, who had been arrested. The revelation was to be made abroad. The revelation was to be made abroad. The revelation was to be made abroad."

A Scotland Yard says the alleged statement is a fabrication, such an arrangement would have been beyond the power of the police. The police do not conduct themselves in the manner.

Money Charge Withdrawn.

Regina, Sept. 25.—The new grand jury of Regina, charged with the murder of a life insurance partner, J. H. Lewis, who withdrew his testimony in the previous case.



H. SCAMMELL, Secretary of Canadian Peace Centenary Association, who is in the city.

VEGREVILLE GAS FIELD IS FAVORED BY THE EXPERTS

Clapp and Huntley Advise City
to Develop Gas Field at
Vegreville

THINK PELICAN RAPIDS FLOW NOT LARGE ENOUGH

Vegreville, in the opinion of Messrs. Clapp and Huntley, the gas experts who have been investigating possible gas fields within a radius of some 20 miles of Edmonton, is the centre of the best gas producing district in Northern Alberta. It is understood that the experts recommend that the city acquire lands here and bore for gas. In the opinion of Clapp and Huntley, the results will be certain.

ARSON SQUAD SETS FIRE TO HOSPITAL

Liverpool, Sept. 25.—A violent suffragette riot broke out early today at Scotland House at Seaford, four miles west of Liverpool, causing \$400,000 damage. The members of the "arson squad" left a quantity of inflammable literature drawn about the law.

The building was formerly used as a convent and was undergoing reconstruction at a cost of \$120,000. It was to be turned into a hospital for lunatics. The entire property is valued at nearly \$1,000,000.

PEACE CENTENARY TO BE CELEBRATED IN CAPITAL CITY

Edmonton to Be Centre for Prov.
Line of Celebration to Be
Held in 1915

SECRETARY OF CANADIAN
MOVEMENT NOW IN CITY

Hundred Years of Peace Between
Great Britain and U. S. to
Be Fittingly Marked

The celebration of the first hundred years of peace between the British Empire and the United States is to be brought prominently before the citizens of Edmonton this week. Mr. H. Scammell, organizing secretary of the Canadian Peace Centenary Association, is in the city.

"On Christmas Eve of next year we shall have arrived at the hundredth anniversary of the signing of the Treaty of Ghent by which the war of 1812-14 was brought to an official termination, and it is met, in every part of the great Dominion, as the Union Jack so proudly flies, and in every part of the United States, that we should be celebrating in a manner calculated to burnish the memory of the noble sacrifice of the two peoples and to plan a dedication to the world. About four years ago, a committee was formed in New York, owing to the energy of John A. Macdonald, chairman of the Republican Committee of the United States, for the purpose of arranging a celebration in the States. Mr. Andrew Carnegie is the chairman of that organization. Some time ago similar steps were taken in Great Britain, under the presidency of Lord Grey, late Governor-General of Canada, and very last year a strong committee was formed in Ottawa. I represent the Canadian committee, of which Sir Edmund Warren, C.B.D., is chairman, and am now organizing the movement in the provinces. I am glad to say that wherever I go men of both political parties and none are unwilling to make this celebration the greatest international event of the century."

"In the early part of last May a conference was held in the city of New York at which delegates from Canada, Great Britain, Australia, Newfoundland and the city of Ghent, took part, and a program of celebration was approved for submission to the respective committees in each country. The recommendations included the erection of monuments in London, Ottawa and Washington, the foundation of a peace fund which should be held by the king, the Governor-General of Canada and the President of the United States respectively."

It was to be seen that the principle of this commemoration will be a common one. The children of the world will be the custodians of peace for that half century, and if they can be impressed with the significance of it, to occasion a long step will have been taken towards an era of peace between the two great branches of the Anglo-Saxon race, and the world will be a better place for it. The feature which should be borne in mind is that although we have had no actual warfare during the past century there have been many occasions when war seemed imminent and when national passions were aroused to almost fever heat. It will emphasize the various boundary disputes, the Alabama claims and many other differences which have arisen. All of these have been settled by arbitration and these settlements have been victories of far greater importance than any which could have been won by the sword. One of the most valuable agreements ever entered into between two powers was the Rush-Besant agreement, which resulted in the building of warships on the grounds that was stopped and the limit placed to practically no limit. The result is that it would be well for the children in our schools and the student in our universities to know more of these treaties and agreements. This celebration will do much towards this end."

"Almost fifty cities and towns in Canada will be selected as centres of celebration and perhaps four times this number in the United States. The celebration will take place some time in 1915 and will be attended by delegates from a distance, one of whom I hope will be from across the line. In American centres there will be Canadian and British speakers, so that we shall get clearly into contact with each other. Nothing that I am conscious of is so pregnant with possibilities for the future as this movement, and I want Alberts to make itself felt in connection with it. I desire to form a representative committee, all the members of which will be members of the general committee in London and also the provincial committee with headquarters here. It should represent the government, the city council, the board of trade, the schools, the business and labor communities and the churches."

"I have already formed committees in Manitoba and Saskatchewan and hope to visit a number of centres in Alberta for the purpose of organizing a similar movement. There are several members of the general committee in the city including the premier and the Hon. A. C. MacLean."

AEROPLANE CARRIED 8 PEOPLE 17 1/2 MINUTES

London, Sept. 25.—The aviator Nott, on a Graham White "Aeroplane," broke the world's record at Hendon last evening, carrying seven passengers for 17 1/2 minutes. The weight of the aeroplane and passengers was 1,811 pounds.

PRINCE GEORGE BRITISH COLUMBIA

The Most Important Railway and
Distributing Centre between Edmonton
and Prince Rupert.

Grand Trunk Pacific
Official Townsite

AUCTION SALE

At The OLD PRESBY.
TERIAN CHURCH,
Corner Third and Jasper
Commencing

Wednesday, September 24, 1913
AT 10 A. M.

EASY TERMS OF PAYMENT—1/3 cash, Balance 1, 2 and 3 years, 6 per cent interest.

PLANS AND PARTICULARS FROM
Sandeman-Cope Company, Limited
IMPERIAL BANK BUILDING

FRANK A. ELLIS, Official Auctioneer G.T.P.

BRICK

Why build with inferior material when you can get good
clay wire cut or dry press facing brick "as cheap as the
cheapest and as good as the best?"

Edmonton Brick Co., Ltd.
Yard and Office: 31st Street, South Jasper. Phone 81040.

Alberta Avenue Day

HAS
ANY ONE
TOLD
YOU ?

SEPTEMBER
26TH
FRIDAY

THE BANK OF OTTAWA

ESTABLISHED 1874	
Capital Paid Up	\$ 3,926,000
Reserve and Undivided Profits	\$ 6,025,000
Total Assets over	\$50,000,000

The Bank issues
Bank Money Orders
Payable at par at any Chartered Bank in
Canada (Yukon excepted).

EDMONTON BRANCH: A. H. DICKINS, Manager.

IMPERIAL BANK OF CANADA

HEAD OFFICE:
TORONTO, CANADA

Capital Authorized	\$10,000,000
Capital Paid Up	\$6,025,000
Reserve and Undivided Profits	\$6,100,000

BRANCHES THROUGHOUT THE
DOMINION OF CANADA.
A General Banking Business Transacted.
Special Attention given to Collections.

SAVINGS BANK DEPARTMENT
Interest Allowed on Deposits from
Date of Deposit

EDMONTON BRANCH:
Main Office—Corner Jasper Avenue and Redoubt Avenue,
West End Branch—419 Jasper North Edmonton Branch—Sillman
Avenue West. Black
G. H. F. KIRKPATRICK, Manager.

Eddy's Matches

THE CHOICE OF GENERATIONS

Sixty-two years ago your Grandmother
kindled the fire with the "Eight-day"
sulfur—the first EDDY product. To-
day most of the nine million Canadians
favor the new silent "See-qui" non-
poisonous matches, or one of the many
other brands made by EDDY. Ask your
dealer.

TO THE PUBLIC

And to Our Already Satisfied Clients

We now consider the time is ripe to begin investing some money
in real estate. For the reason that the money stringency which
has been prevalent will soon be a thing of the past. Western Canada
has this year reaped the best crop in her history, which will mean
a large circulation of money than ever before. Building permits
are again increasing rapidly, and the prospects are that next
year will show enormous increases.

We have always aimed to give our clients properties which we
would purchase ourselves, and have been very successful in making
money for them. To this with, we do not want a lot of money to
invest, as we are carefully selecting out small lots which, in our estimation,
will net a profit of 100 per cent, to the investor, and we feel
very sure about these investments before placing them on the market.

Now, for the next ten days we would like to take the matter up
with you, and if, after considering our proposition, you do not see it
in the same light as we do, we will be perfectly satisfied to drop
any such business for the present.

GEO. P. DOBSON & CO.

110 JAMPER AVE. WEST PHONE 1237 EDMONTON

Facts About Fort George

To the Public:

In view of the peculiar attitude adopted by the Grand Trunk Pacific Railway in announcing the sale, by auction, of lots in their so-called "Prince George Townsite," which is really an addition to Fort George, and owing to the fact that we have consistently and continuously devoted our attention during the past four years to the promotion and development of Fort George and district, we believe we owe it to ourselves, to our clients and to the public, to publish a true and authentic explanation of the situation as regards the Townsite of Fort George and additions thereto.

On this page will be found a sketch map showing the location of the legally registered townsite of Fort George and additions, showing the business centre of Fort George.

The Grand Trunk Pacific property, formerly Fort George Indian Reservation No. 1 is shown and almost an absolutely correct contour of the ground. There is no registered "Prince George Townsite."

South Fort George is shown and if an explanation of this sketch plan is made and compared with the fac-simile of the official order of the Dominion Railway Commission, it will be plainly evident to all concerned as to where the future business centre of Fort George will be located.

It will be seen that the location of the Railway Station as ordered by the Railway Commission is three thousand (3000) feet east of Fraser Avenue, the latter being the dividing street between Fort George Townsite and the Indian Reservation. The exact location of the station site is between Maple and Spruce Streets on the railway company's subdivision plan.

The Grand Trunk Pacific Railway Company has filed notice of appeal from the Railway Commission's order, which appeal will be heard by the Governor-in-Council probably in October of this year.

The topography of the surrounding country, together with the lay of the land in the peninsula formed by the Nechaco and Fraser Rivers, where the future city will grow up, is such that all trade lines must of necessity pass through the location on the sketch plan shown as Fort George Townsite.

The Grand Trunk Pacific's designation of their subdivision as "Prince George Townsite" is most peculiar under the circumstances. It is an official fact that the Grand Trunk Pacific Railway were denied the right by the Provincial Government to register their subdivision of the Indian Reservation as "Prince George Townsite."

It is also an official fact that the postmaster-General of the Dominion of Canada has refused the Grand Trunk Pacific Ry. a postoffice under the name of "Prince George." WE WISH, HOWEVER, TO MAKE OUR POSITION PERFECTLY CLEAR IN THIS RESPECT THAT THE NAME ITSELF SHOULD NOT BE ALLOWED TO ENTER INTO CONSIDERATION IN ARRIVING AT THE VALUE OF THE LOTS OFFERED FOR SALE BY THE GRAND TRUNK PACIFIC RAILWAY. THERE IS NO QUESTION IN OUR MINDS OR IN THE MINDS OF OTHERS WHO KNOW THE FORT GEORGE DISTRICT AND THE ENORMOUS TERRITORY TRIBUTARY TO THE FUTURE CITY, BUT WHAT THE LOTS THAT ARE OFFERED FOR SALE BY THE GRAND TRUNK PACIFIC RAILWAY WILL BE EXTREMELY VALUABLE, AND WE HAVE NO HESITANCY IN ADVISING ALL WHO DESIRE TO MAKE AN INVESTMENT, TO PURCHASE PROPERTY AT THE FORTHCOMING AUCTION SALE.

The facts as stated above are not detrimental to the value of the Grand Trunk Pacific property.

Furthermore, it is a matter of official record in the proceedings before the Railway Commission in Ottawa, that the Grand Trunk Pacific intend to have on their property at Fort George, their main divisional point in the Province of British Columbia.

It is a well-known fact that Fort George is so situated with regard to the topography of the whole of Central and Northern British Columbia that nearly every railway building through that vast territory must of necessity go through Fort George.

It is a fact that the Pacific & Great Eastern Railway is building from Vancouver to Fort George, and that the Edmonton, Dunvegan & British Columbia Railway is building from Edmonton through the Peace River District to Fort George.

It is a fact that at the next session of the Provincial Legislature in Victoria an application will be made for a special act incorporating the municipality of Fort George which will take in the existing subdivisions and settle for all time the question of name for the future city.

In conclusion we wish to state that we have no object in printing this notice except to convey the facts to the public so that they will not be misled by the ambiguous wording of the Grand Trunk Pacific's announcement of the sale of lots in their "Prince George" addition to Fort George.

The Grand Trunk Pacific have a perfect right to consider and give as their opinion that the future business centre of the city will be located on their property, and we have the same right to give as our opinion that the said business centre will be located just where it is now. We cannot see into the future but we can state with positive knowledge of the prospects of future growth that we believe that the high-class residential and retail business property will always be located on the western part of the Grand Trunk Pacific property and on Fort George Townsite and will grow westward because the growth cannot be to the east, owing to the fact that the NORTH EASTERN part of the Grand Trunk Pacific property is subject to overflow and that there are high-cut banks on the eastern bank of the Fraser and north bank of the Nechaco Rivers opposite the Grand Trunk Pacific property, thus effectively cutting off growth to the north and east. Growth to the south is prevented on account of the bend in the Fraser River, high hill and large slough.

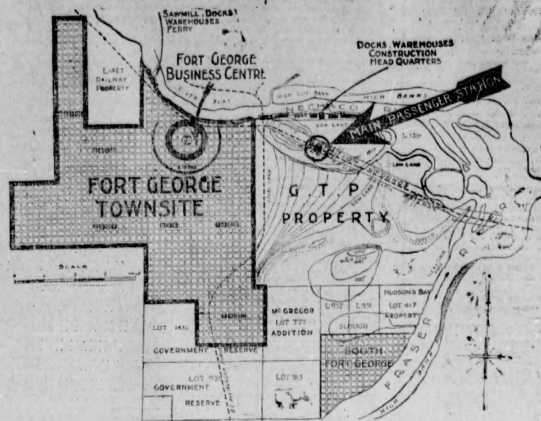
NATURAL RESOURCES SECURITY CO. LTD.

Per GEO. J. HAMMOND, President.

FORT GEORGE TODAY

Fort George proper, has at present a permanent population of fifteen hundred people, gives harboured and built up by actual town, including docks and warehouses, boating docks, steam launch, two hotels, one of which has the finest office with private bath, electric lights and steam heat, waterworks, a band of twelve, public hall, school, postoffice, two churches, two banks, a hotel, a garage, a livery, a laundry, a meat market, including P. Burns & Co., sidewalks, graded streets.

The permanent construction headquarters for railway building east, west, north and south, is located on the Nechaco River front. The present amount is a million dollars a month and there is every assurance that this payroll will continue in Fort George for the next five years.



RI.

ORDER NO. 19347

THE BOARD OF RAILWAY COMMISSIONERS FOR CANADA.

WEDNESDAY, THE 14th DAY
OF MAY, A.D. 1913.

H. L. DRAVTON, K. C.,
Chief Commissioner.
D'ARCY SCOTT
Asst. Chief Commissioner
JAMES MILLS,
Commissioner
S. J. MCLEAH,
Commissioner.
A. S. GOODEVE,
Commissioner.

IN THE MATTER OF the application of the Natural Resources Security Company, Limited, of Vancouver, in the Province of British Columbia, under Section 258 of the Railway Act, for an order directing the Grand Trunk Pacific Railway Company to construct a suitable station at or near Fort George, British Columbia: File 19024
AND IN THE MATTER OF THE Order of the Board No. 18902, dated March 20th, 1913, made upon the application of the Grand Trunk Pacific Railway Company, and approving of the location of the Company's station at Prince George, at Mileage 467.3 Prince Rupert East, in Indian Reserve No. 1, Range 4, Cariboo District, in the Province of British Columbia: File 21418

UPON the hearing of the matter at the sittings of the Board held in Ottawa, May 6th, 1913, in the presence of Counsel for the Grand Trunk Pacific Railway Company, residents of Fort George and South Fort George being represented at the hearing, and what was alleged; and upon the report and recommendation of the Chief Engineer of the Board--
IT IS ORDERED.

1 That the Grand Trunk Pacific Railway Company be, and it is hereby, directed to erect a station at a point three thousand feet east of the eastern boundary of Fort George Townsite: plans of the said station to be filed with the Board for approval.

Examined and certified as Law Com. 18902, dated March 20th, 1913, be, and it is under Section 23 of the Railway Act hereby, rescinded.

(S'G'D) D'ARCY SCOTT

Secy of Board of Railway Commissioners for Canada
OTTAWA MAY 21 1913

Assistant Chief Commissioner,

BOARD OF RAILWAY COMMISSIONERS FOR CANADA

GEO. J. HAMMOND, President
Joint Owners and Sole Agents
FORT GEORGE AND HUBERT.
VANCOUVER B.C. VANCOUVER B.C.

NATURAL RESOURCES SECURITY CO. LTD.

GEO. J. HAMMOND, President
Joint Owners and Sole Agents
FORT GEORGE AND HUBERT.
VANCOUVER B.C. VANCOUVER B.C.

RE BANK

UNTIL 9 O'CLOCK
